# *Aeronautics Technology*
## *Response to June 25-26 ATAC Recommendations*

## Recommendation:

- General sense of the ATAC that Code R needs better coordination and knowledge of the technological needs of TSA and DHS. ATAC recommends NASA/Code R to develop an MOU/MOA with DHS on security and safety technology development to ensure NASA work makes it into the system.

## Response:

- Code I, in concert with Code R, is developing a global partnership agreement with DHS. This scope of this agreement will be similar to the existing NASA/FAA Partnership Agreement. The NASA/DHS Partnership Agreement will be signed at the Administrator/Secretary level, and should be completed by May 2004.

**Recommendation:**

- Desire that NASA should treat explosive detection systems as a critical technology priority.

**Response:**

- Code R, in concert with Code I, has developed a Draft MOU with TSA. This MOU has been coordinated with TSA, and is currently being reviewed within NASA and TSA. It is anticipated that it will be in place by the end of the calendar year. The MOU specifically covers explosive sensors and detection technologies.

# Aviation Safety and Security

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**Recommendation:**

- Desire to have at least a senior person from TSA or DHS on the ATAC and RAS.

**Response:**

- The current plan is to have Paul Polski (Chief of Staff for the Associate Undersecretary for Security Technology at TSA) as a permanent member of the ATAC and RAS.  DHS membership is being considered, and will be addressed under the NASA/DHS Partnership Agreement.

# JPO and the NAS Transformation

*Aeronautics Technology*

## Recommendation:

- NASA and REDAC should plan a joint meeting around the time of the JPO outbriefing to allow for consideration/endorsement of what is being proposed.

## Response:

- REDAC and Aeronautics Technology Subcommittee of the ATAC met on Sept. 17, 2003, and enthusiastically endorsed the initial directions and efforts in establishing the Joint Planning Office (JPO). The following recommendations were made:
    - Include industry and academia in its organizational planning efforts.
    - Transformation of the National Airspace System should:
        1. Drive productivity and enhance economic growth
        2. Deliver capacity to accommodate future demand
        3. Expand flexibility while improving system security
        4. Retain U.S. technological leadership
    - Create a Senior-Level Policy Committee to provide implementation oversight
    - Evolve into a Joint Program Office to facilitate transition to operational capability.
    - Planning must be sensitive to the realities of future safety, security, and efficiency necessities while unconstrained in terms of technological and operating possibilities. The plan should be driven by the imperative for the U.S. to maintain its global aviation leadership into the second century of manned flight.

# Joint Planning Office (JPO)

## Recommendation:

- The JPO needs to define clear Level 1 requirements for the next ATM system.

- JPO and NASA must determine the Agency's (NASA) specific roles in research, technology transfer (from NASA to FAA) and modeling/simulation.

- NASA must determine what specific leadership role it wants in the JPO and any follow-on programmatic efforts. However, the ATAC recommends NASA must have a strong, pro-active, leadership role in the JPO and staff it accordingly.

- The JPO and NASA should decide when and how to bring global aviation partners from Europe and Asia into the fold as planning moves forward.

## Response:

- Concur. The planned delivery date for a plan for Transforming the Aviation System id December 2004. NASA will work within the JPO to ensure clear Level 1 requirements are established and that these requirements are vetted with the users of the system.

- Concur. NASA's specific roles will be established as part of the National Plan.

- Concur. A NASA Senior Executive has been named Deputy Director of the JPO, and the Director, Aeronautics Technology, is a principal member.

- Concur. Both NASA and the JPO recognize the importance of the linkage with the international community. A member of the JPO staff has been identified to develop a plan for engaging the European and Asian aviation communities as the planning progresses.

- Airspace Systems provided response
- Vehicle Systems factored comments during reformulation
- Aviation Safety and Security - modify AvSPEC to fit requirements of RAS/ATAC

Recommendation:

First order of business of new advisory committee structure is review working group findings and recommendations and status of program response.